

NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of:

Friday,
July 20, 2003

INTERVIEW OF:

DOUG SMITH

PRESENT:

BOB FORD
ROB JONES

1 P R O C E E D I N G S

2 MR. FORD: Okay, let me just primaries. It
3 is June 20, 2003.

4 My name is Bob Ford, I am the Operations
5 Chairman, Group Chairman for the National
6 Transportation Safety Board. As I just said, Rob
7 Jones is the investigator-in-charge. And sir, if
8 you could state your name.

9 MR. SMITH: Doug Smith.

10 MR. FORD: Okay. For the record, could we
11 get your age?

12 MR. SMITH: Thirty three.

13 MR. FORD: And your address?

14 MR. SMITH: [REDACTED]
15 [REDACTED]

16 MR. FORD: What was that, the last part?

17 MR. SMITH: [REDACTED]

18 MR. FORD: Okay. And from what you have
19 told me in previous talk, that you were on the D&D
20 on June 14, the morning of the accident.

21 MR. SMITH: Correct.

22 MR. FORD: Okay. So, I am just going to let
23 you tell us in your own words what happened.

24 MR. SMITH: Do you want me to start from the
25 beginning.

1 MR. FORD: Yes, just from the beginning,
2 leaving the marina.

3 MR. SMITH: Leaving the marina, well, we
4 went out to the end of the jetty where we began to
5 circle, basically, you know, watching the bar. They
6 kept telling us that it was going to calm down so we
7 were just circling. And I was standing up front,
8 next to the captain, the whole time. So, I was
9 listening to the CB and everything and hearing all
10 the conversations. And then finally the Norwester
11 all of a sudden shot through it and it radioed back,
12 the captain of that boat radioed back saying it
13 wasn't worth it. He took some damage. He took some
14 bar side and what have you.

15 But, you know, I was talking to our captain
16 the whole time and well, trying to make conversation
17 with him. Our captain was very, he wasn't nervous,
18 but he was very, I guess intent and he was telling
19 us that we were looking for our, our slip, or out
20 spot to get through.

21 You know, we saw the Oakland Pilot go
22 through. And so we kind of creep up to the end of
23 the, end of the jetty where we could make our pass
24 through the, over the bar, and all of sudden we just
25 kind of took out, we went straight out west and then

1 we turned north out to the end of the jetty. And we
2 must have gone over, probably about two, three good
3 waves, and he was going to turn, he seemed like he
4 was going to turn west again, and there was a huge
5 tree with logs right there in the, in the wave
6 coming at us, so he kind of straighten out again,
7 keep going north. And then he jockeyed around that
8 log and, anyhow he was pretty quick and a big wave
9 coming at us and we took that one straight over the
10 bough. That was an actual breaker that went right
11 over the bough.

12 And we continued through and the Oakland
13 Pilot radioed us back telling him the boat behind,
14 which was the Taki Too, that there was that log out
15 there. And we must have gone for about, probably 10
16 minutes after that, after we cleared the bar, that
17 is when we got the call that the Taki Too had
18 capsized. And immediately our captain turned the
19 boat, I mean, did a U turn and went right back to
20 see what we could do to help.

21 MR. FORD: Okay. He couldn't, could he offer
22 any help?

23 MR. SMITH: He, he contacted the Coast Guard
24 and we couldn't get in to where the breakers were,
25 so they told us just stay in the perimeter and see

1 if we could spot bodies or anything floating out
2 there. So, that is what we did. And then all of
3 sudden the Norwester came flying back and it came in
4 full speed right behind us, and so we stayed out
5 there probably about a good hour, just outside, you
6 know, where, outside the breakers and stuff, to see
7 if we could find something, but, nobody found
8 anything. We watched the helicopters do their
9 stuff, the Coast Guard.

10 MR. FORD: When you, from the time you, he
11 decided to, he picked the lull where he could go,
12 leaving the jetty, to the time you felt you were
13 clear of the, of the surf or the break, the bar,
14 could you tell me how much time had elapsed?

15 MR. SMITH: Well, I didn't realize that the
16 break, it was probably only about maybe, probably
17 about three or four minutes that we were in the
18 breakers, and then after that it was just really not
19 a swell. And probably five minutes and then we
20 started get out further in the sea and they started
21 to get a little bit smaller, but not too much. But,
22 it was probably, we are in the breakers probably
23 about a good three, four minutes.

24 MR. FORD: Okay. And you said it was 10
25 minutes from the time you departed the jetty that

1 you heard the correspondence, the communication on
2 the VHF. Was it 10 minutes after you had cleared
3 all the rough seas?

4 MR. SMITH: I think it was about 10 minutes
5 after we cleared, cleared the breakers.

6 MR. FORD: Cleared --

7 MR. SMITH: We are still in the big, you
8 know, in the big swells as we are heading out to
9 sea, we are going north, going north, northwest a
10 little bit.

11 MR. FORD: So, I --

12 MR. SMITH: And then --

13 MR. FORD: Go ahead.

14 MR. SMITH: And then he all of a sudden, he
15 just started, the captain, I didn't hear the call
16 for that it had capsized, but all of a sudden he
17 just, his whole demeanor changed and he just whipped
18 that boat right, right around and he come to the --
19 pull up gear, put everything away, we are going
20 back. And that is when they had a conversation
21 amongst themselves and then he told me that the Taki
22 Too had just capsized.

23 MR. FORD: Okay. So, if I get this straight,
24 from the time you departed or you made your initial
25 movement out into the breakers until the time that

1 you turned around, which would have been the time
2 the captain heard the Taki Too, it would have been
3 around 10 minutes.

4 MR. SMITH: Between 10 to 15 minutes.

5 MR. FORD: Okay. Okay.

6 MR. SMITH: Yes.

7 MR. FORD: Okay. Have you made this trip
8 often or before?

9 MR. SMITH: I never have.

10 MR. FORD: Never have. So, this is the
11 first time going through Tillamook?

12 MR. SMITH: Yes.

13 MR. FORD: Have you, do you do a lot of
14 charter fishing?

15 MR. SMITH: No, I do not.

16 MR. FORD: Okay. So this is the first time
17 you actually gone, taken this type of experience.

18 MR. SMITH: Right.

19 MR. FORD: Okay.

20 MR. SMITH: That is why when I was sitting
21 there watching the bar, I mean, I was, I thought it
22 was pretty big, but I would say, I was 100 percent
23 safe with my captain, you know, thinking that he
24 knew better and he was the one that has done it, so,
25 this is kind of normal. And when we get out there

1 further, I am like, wow, this is can't be normal.

2 MR. FORD: If you had the opportunity to
3 just grab a life jacket, and put it on, would you
4 have done it?

5 MR. SMITH: In hindsight, yes. Where I was
6 leaning, I was leaning on the cabinet that had all
7 the life jackets in it. I would, I mean, I would
8 never cross the bar again without one.

9 MR. FORD: Okay.

10 MR. SMITH: I mean, I would never, if going
11 back on that day, I would make sure everybody on our
12 boat had his life jacket on, at least across the
13 bar. After that, that was fine. But, just crossing
14 that bar was pretty treacherous.

15 MR. FORD: Okay. Can you describe this log
16 that you saw?

17 MR. SMITH: It was basically a tree trunk
18 and probably a good 20 to 30 feet long, at least,
19 probably a good, probably 14, 14 inches diameter.

20 MR. FORD: And can you estimate how far it
21 was off the jetty? I know estimating distance is,
22 on water can be difficult, so if you can't do it,
23 just say that, but --

24 MR. SMITH: Yeah, I couldn't tell you
25 distance, but, I know we took a couple of the

1 breakers, I mean, like say we turned, we went out
2 and we turned north to clear the north jetty, and we
3 probably went over one or two waves, I noticed, I
4 pointed at it to the captain, but it was probably
5 about right after the second or third set that we
6 went over.

7 MR. FORD: Okay. So, you -- I don't want to
8 put words in your mouth, I just want to clarify.
9 You went over one or two waves and then you had a
10 lull, correct?

11 MR. SMITH: On the log.

12 MR. FORD: Oh, you went over one or two
13 waves and then you had the log.

14 MR. SMITH: Right.

15 MR. FORD: Okay. Were you north of the north
16 breakwater?

17 MR. SMITH: It was right about at the end of
18 the jetty.

19 MR. FORD: Right at the end.

20 MR. SMITH: Right straight up from the
21 jetty, because we started pretty far south of the
22 north jetty, because that it was the calmest water
23 to get, to go west, and that is when he turned north
24 to take the breakers going the other way, because
25 they were coming from every direction.

1 MR. FORD: Okay. Did you hear the captain of
2 the Taki Too respond to the communication, the VHF
3 communication about the log, did you hear say, roger
4 or anything like that?

5 MR. SMITH: No, I can't say I did.

6 MR. FORD: Okay. Rob?

7 MR. SMITH: But, it was big enough to take
8 out our boat and we hit it.

9 MR. FORD: Okay.

10 MR. JONES: Good morning, Doug.

11 MR. SMITH: Good morning.

12 MR. JONES: Thanks for being with us here
13 today.

14 When you first got, what time did you get
15 on the D&D that morning?

16 MR. SMITH: It was probably around 6:30,
17 6:45. I was the last person on. Me and one other
18 person were suppose to be on the Bullfrog, and they
19 decided not to go on that, and so they split us on
20 the Taki Too and the D&D. And respectively I was
21 standing right next to the Taki Too and was going to
22 get on that, and then the other gentleman was going
23 to get on the D&D, but for some reason he wanted to
24 go on the Taki Too, so, he said, hey, do you mind if
25 I go on that boat and I said, fine. And I got on the

1 D&D.

2 MR. JONES: Is that a friend of yours or --

3 MR. SMITH: No, it was just some random
4 person that was here. We were two extra people and
5 I don't know why he wanted to be on that boat that
6 day.

7 MR. JONES: Oh, okay. So you got on you say
8 around 6:30, 6:45.

9 MR. SMITH: Yes.

10 MR. JONES: Was there any type of safety
11 briefing?

12 MR. SMITH: Yes. Yeah, the captain told us
13 where the life vests were. We were told where
14 everything was.

15 MR. JONES: Right.

16 MR. SMITH: But, we were not advised to wear
17 them. They didn't say we should wear them to go
18 over the bar. They said here they are, if you want
19 them, the boat pop up, pop away automatically and so
20 on and so forth.

21 MR. JONES: Okay. But, he didn't give you
22 any other advisories, he just said this is where
23 they are.

24 MR. SMITH: Correct.

25 MR. JONES: Okay. And do you have a time

1 about what time you estimate you left the dock, if
2 you got on around 6:30 or 6:45?

3 MR. SMITH: When I got on the boat, he was
4 in the middle of his briefing to the, to everybody
5 onboard. So, it must have been just maybe, probably
6 about three to four minutes after I got on, he said,
7 okay, let's go.

8 MR. JONES: So, around 6:45 or a couple of
9 minutes after that you can estimate you guys left.

10 MR. SMITH: Yes, we were circling around at
11 the end of the jetty before we went through,
12 probably a good half hour, 20 minutes to a half
13 hour.

14 MR. JONES: Yeah. No, I was just curious
15 about leaving the dock itself. And did you, did you
16 notice whether the Taki Too had left before you?

17 MR. SMITH: We went at 5:30, probably it was
18 going on six.

19 MR. JONES: Okay.

20 MR. SMITH: No, I am sorry, we met at the
21 office at 5:30. Yeah, no, the Taki Too left right
22 after us.

23 MR. JONES: Okay. So, you got onboard around
24 six. Is that what you are saying now?

25 MR. SMITH: Correct, yeah, I am sorry.

1 MR. JONES: Okay. That is fine. And you
2 left the dock approximately now?

3 MR. SMITH: Probably around 6, probably
4 6:10, 6:05.

5 MR. JONES: Okay. And you left and then the
6 Taki Too left shortly after that.

7 MR. SMITH: It came right after us.

8 MR. JONES: Okay.

9 MR. SMITH: Yes.

10 MR. JONES: So, maybe around six, just an
11 estimate, around 6:15 the Taki Too could have been
12 leaving the dock.

13 MR. SMITH: Yeah.

14 MR. JONES: Okay. When you went around the,
15 when you left the harbor, did you notice any signs
16 by the Coast Guard station?

17 MR. SMITH: I noticed the Coast Guard cutter
18 sitting right there at the entrance of the jetty, at
19 the jetty.

20 MR. JONES: Oh, no, before you, long before
21 the jetty, just as you left the harbor, where all
22 the other charter boats were, you come around out of
23 the harbor and on your right hand side is what is
24 called the Coast Guard lower station. And you know,
25 I will be specific if you haven't seen it. There

1 was a white sign, a white triangular sign, diamond
2 shape sign that says "rough bar". Do you remember
3 seeing that at all?

4 MR. SMITH: I believe I did. I know they
5 were talking about it. The office said it was
6 really rough and they didn't know we were going to
7 make it out today.

8 MR. JONES: Okay. That was, you heard that
9 in the office before you even left.

10 MR. SMITH: Absolutely.

11 MR. JONES: Yes. Okay.

12 MR. SMITH: There was a lot of talk about
13 that.

14 MR. JONES: Did any of the other passengers
15 have any concerns about life jackets at any time
16 from the briefing out to the dock, out to the jetty?

17 MR. SMITH: Not to my knowledge. I was
18 standing right there, nobody asked for any. I mean,
19 I would say as soon as we crossed the bar, a lot of
20 people grabbed them and put them on and wouldn't
21 take them off the rest of the trip.

22 MR. JONES: Okay. So, you, guys, got out to
23 sea, out past the bar, and did don life jackets at
24 that time.

25 MR. SMITH: Correct.

1 MR. JONES: Okay. Great.

2 And you said it was your first time out
3 there.

4 MR. SMITH: Yes.

5 MR. JONES: Let's see.

6 (Pause.)

7 MR. JONES: Can you estimate, Doug, how many
8 people were on the D&D that day?

9 MR. SMITH: Nineteen, it was 19 total.

10 MR. JONES: Nineteen.

11 MR. SMITH: Yes.

12 MR. JONES: Would you say it was
13 comfortable, crowded, plenty of room?

14 MR. SMITH: It was fine, it was, it was
15 definitely full.

16 MR. JONES: Okay.

17 MR. SMITH: I was standing up next to the
18 captain because I was seated outside, it was not
19 down below.

20 MR. JONES: Is, on the D&D is there a flying
21 bridge, did you have to go up on top of the cabin,
22 is that where he was?

23 MR. SMITH: No, no. No, that was, the
24 bridge was below on this one.

25 MR. JONES: Okay. So --

1 MR. SMITH: We didn't have a top bridge like
2 the, I remember seeing the Taki Too and the Pilot
3 sitting up on top.

4 MR. JONES: Okay. So, you were in the cabin
5 with the captain, you said you were next to him.

6 MR. SMITH: Yes.

7 MR. JONES: How many people were in the
8 cabin with you?

9 MR. SMITH: Just me and him.

10 MR. JONES: Okay. Everybody was up,
11 everybody else was out on the aft deck.

12 MR. SMITH: Right. The aft deck was
13 connected with the cabin, it was all open there
14 back.

15 MR. JONES: Okay. Right. Okay.

16 MR. SMITH: But, everybody else was sitting
17 down like behind, behind him. I am a very curious
18 person, so I was asking him questions and just kind
19 of eavesdropping on the radio conversations.

20 MR. JONES: Yeah, that is fine.

21 That is about all I have right now, Doug.
22 Thanks. I will turn it back to Bob.

23 MR. FORD: Yeah, Doug, can you tell me what
24 you were wearing that day?

25 MR. SMITH: I was wearing blue jeans, a

1 sweatshirt and a black coat.

2 MR. FORD: A heavy coat?

3 MR. SMITH: Like a wind breaker style coat.

4 MR. FORD: Oh, just a light wind breaker.

5 MR. SMITH: Right.

6 MR. FORD: How about your shoes, what were
7 you wearing?

8 MR. SMITH: Kind of like a hiking boot kind
9 of thing. Like a tennis shoe height, half boat.

10 MR. FORD: And how about everyone else, I
11 mean, were people warmly dressed for cold, were they
12 just for a summer, summer dress?

13 MR. SMITH: No, they were dressed for,
14 almost like foul weather.

15 MR. FORD: Dressed for --

16 MR. SMITH: Several people, probably about
17 four or five had full rain gear on.

18 MR. FORD: Did they look like they were
19 experienced fishermen?

20 MR. SMITH: They were kids.

21 MR. FORD: They were kids.

22 MR. SMITH: They were the first ones sick.

23 MR. FORD: How old were they about?

24 MR. SMITH: Probably about 14 to 25.

25 MR. FORD: And how many of them were there

1 would you say in that range?

2 MR. SMITH: Total on that boat, in that
3 range, there was probably, I know we had three kids,
4 and then a couple like in their low 20s.

5 MR. FORD: Okay.

6 MR. SMITH: And that rest were all older.

7 MR. FORD: And you say a number of them were
8 getting seasick.

9 MR. SMITH: Oh, on our boat, there must have
10 been, I think we counted nine sick or 10 sick on our
11 boat.

12 MR. FORD: How did you do?

13 MR. SMITH: I did fine.

14 MR. FORD: Oh, good.

15 MR. SMITH: It didn't bother me at all.

16 MR. FORD: Okay. Were you warm enough then
17 based on what you had on?

18 MR. SMITH: Yeah.

19 MR. FORD: Okay.

20 MR. SMITH: It wasn't that cold.

21 MR. FORD: What is that?

22 MR. SMITH: It wasn't that cold.

23 MR. FORD: Okay.

24 MR. SMITH: Out there.

25 MR. FORD: But, it was windy.

1 MR. SMITH: Yes, it was.

2 MR. FORD: Okay. Are you from the Pacific
3 Northwest?

4 MR. SMITH: Not originally born, no. I have
5 been here since 1990, but I am from Michigan.

6 MR. FORD: Okay. Okay. I grew up on the
7 East Coast and I know the dampness in Seattle, I
8 could feel the difference coming from the East Coast
9 to Seattle. I have spent a lot of time there.

10 MR. SMITH: Oh, absolutely.

11 MR. FORD: Did you hear any of the other
12 boats, besides, well, the D&D communicated back that
13 there was a log, did you hear any of the other boats
14 say that there were logs in the water?

15 MR. SMITH: Not that I can recall.

16 MR. FORD: Okay. Now from what I understand
17 or what we have heard, the Taki Too was out by the
18 breakwater first before the D&D. Did you notice
19 that?

20 MR. SMITH: What do you mean that it tried
21 to cross the bar before us?

22 MR. FORD: No. No, that we heard the
23 Oakland Pilot got out there first, the Norwester was
24 out there second.

25 MR. SMITH: Correct.

1 MR. FORD: The Taki Too was out there third,
2 and that the D&D came out fourth. However, the
3 order turned out to be departing, the Norwester
4 first, the Oakland Pilot second, the D&D third, and
5 then Taki Too fourth. So, what I am asking is do
6 you know if there was any communication to determine
7 who was going to go in what sequence?

8 MR. SMITH: No, I don't remember that.

9 MR. FORD: Okay.

10 MR. SMITH: I remember we kept, you know,
11 circling around with the Taki Too to avoid each
12 other.

13 MR. FORD: Okay. So, as you would get up, I
14 guess, to the area where you would want to make your
15 break out, whoever was there at the time was just
16 going to go.

17 MR. SMITH: Right.

18 MR. FORD: Okay.

19 MR. SMITH: And, well, we stayed back pretty
20 much, stayed back a little further and then we moved
21 up and then we, you know, kind of inched up there
22 and then went.

23 MR. FORD: Can you describe, did you do
24 circles from the north jetty down around the south
25 and around or did you do like S turns where you, you

1 know, come along the north, come around down, and
2 bend. You understand what I am asking, S turn?

3 MR. SMITH: Right.

4 MR. FORD: What type of turns were you doing
5 as they were evaluating the breaks?

6 MR. SMITH: We pretty, we stayed up against
7 the north jetty.

8 MR. FORD: Oh, you stayed up there, okay.

9 MR. SMITH: You know, we stayed towards the
10 north jetty and then, you know, just circled up on
11 that end of it, on that side of the jetty. It
12 seemed to be the smoothest part, the breakers were
13 coming right down the center.

14 MR. FORD: Okay.

15 MR. SMITH: And we were staying on the
16 opposite side where they weren't breaking. And my
17 captain was watching that bar. He would not take
18 his eyes off of it, you know, kind of, I guess
19 memorizing it and learning its patterns to give us,
20 a spot through. I, I guess he did a pretty good
21 job, we didn't suffer any damage.

22 MR. FORD: Could you see the lull, could you
23 see the break? I know it is difficult if you
24 haven't done it before, but was it obvious to you,
25 hey, there is a flat part, good, we are going?

1 MR. SMITH: Yeah, yeah, I could see it.

2 MR. FORD: You could see the break.

3 MR. SMITH: The thing about it was is by the
4 time you saw the flat part and we got to it, it
5 wasn't flat anymore.

6 MR. FORD: So, you are right back into it,
7 okay.

8 MR. SMITH: Right. Yeah, I mean, that is
9 where, I remember the Norwester go first, I am like,
10 wow, the captain said, he has got a lot more power
11 than we do and they are a twin engine. We can only
12 do nine knots where they could do at 15.

13 MR. FORD: Okay.

14 MR. SMITH: That made a big difference for
15 us.

16 MR. FORD: That is what this captain said,
17 Bobby Bales?

18 MR. SMITH: Yeah, yeah.

19 MR. FORD: He, could you repeat that,
20 please?

21 MR. SMITH: He was telling, he was, well, he
22 was explaining to me how much more power that the
23 Norwester had to get through it. And he was telling
24 me later, we do about nine knots and he could do
25 about 15 on the Norwester. The Norwester is the

1 twin engine, we are a single.

2 MR. FORD: Did he talk about the Taki Too,
3 the difference between him and the Taki Too?

4 MR. SMITH: Yes.

5 MR. FORD: What did he say?

6 MR. SMITH: Oh, no, no, he didn't talk about
7 the difference, we are identical boat to the Taki
8 Too.

9 MR. FORD: Okay.

10 MR. SMITH: The deck hand was saying that
11 we, I mean, those two boats came off the line in
12 order, like 37, 38 or something like this. They are
13 identical boats.

14 MR. FORD: Okay. Is there anything you offer
15 to us, anything you might have heard, or saw or
16 think at this point that you would like to tell us?

17 MR. SMITH: I guess the only thing, I
18 probably seen the whole thing and I think why I
19 contacted you was, I don't know why we were out
20 there, you know, basically, everybody was playing
21 Russian Roulette with us. You know, these people
22 just wanted to go fishing for \$70.00 a head. And I
23 remember the Norwester calling back after it went
24 through, it went through first, and he said it
25 wasn't worth it.

1 MR. FORD: Those were his words, then, it
2 wasn't worth it.

3 MR. SMITH: Quote, unquote, he said, "It is
4 not worth it."

5 MR. FORD: And who was he talking to?

6 MR. SMITH: He was talking to the captain of
7 the Oakland Pilot and the captain of the D&D.

8 MR. FORD: Okay. So, what -- Well, did he
9 call back and say this is the Norwester, calling the
10 Oakland Pilot and the D&D or did he call back and
11 just say, hey, guys, it is not worth it?

12 MR. SMITH: He was talking to the pilot of
13 my, the captain of my boat and he said, we were
14 looking to see if they made it over, and he was
15 like, yeah, and it is not worth it because the Coast
16 Guard, after the Norwester went across the break,
17 and we lost sight of them, the Coast Guard cutter
18 went flying up pass everybody, up to the very end of
19 the jetty to see if they could get a visual on the
20 Norwester. And then the Coast Guard called over the
21 radio to see if anybody had visual of the Norwester.

22 MR. FORD: Okay.

23 MR. SMITH: To see if it made it across the
24 bar.

25 MR. FORD: How about after the Oakland Pilot

1 went, did you have the same type of reaction from
2 the Coast Guard and from, to radio communications?

3 MR. SMITH: No. After, I didn't see it go
4 up after the Oakland Pilot.

5 MR. FORD: Okay.

6 MR. SMITH: We went shortly after the
7 Oakland Pilot, between the Norwester and the Oakland
8 Pilot, it was probably a good 10 to 15 minutes, and
9 then the Oakland Pilot went. And then we went
10 probably just about five minutes after that.

11 MR. FORD: Okay. We are still trying to get
12 the times down. Did you notice what time the
13 Norwester went? Was it around, was it before seven
14 would you say or after seven?

15 MR. SMITH: Probably just before seven.
16 They were at least 15 to 20 minutes ahead of us.

17 MR. FORD: Okay. They were 15 to 20 before
18 the D&D. Okay. Now, then the Oakland Pilot, how
19 far behind was he from the Norwester?

20 MR. SMITH: Probably between, oh, 10
21 minutes.

22 MR. FORD: Ten minutes.

23 MR. SMITH: Yes.

24 MR. FORD: And then the D&D behind the
25 Oakland Pilot?

1 MR. SMITH: Probably like five, between five
2 and ten minutes.

3 MR. FORD: And then it was another 10
4 minutes when you found out that the Taki Too went
5 down.

6 MR. SMITH: Right, we got a radio call. I
7 don't know how he found out.

8 MR. FORD: Okay. But, he, but, okay. That
9 sounds great.

10 Do you have anything, Rob?

11 MR. JONES: Doug, the rest of the passengers
12 that you were there with, I mean, you had a lot of
13 time to just circle and watch the other boats go
14 out, was there any talk between the group saying,
15 hey, maybe we shouldn't be doing this? I know that
16 is kind of speculation, but if you heard it, you
17 know, was there any concern with the rest of the
18 fishermen or the passengers?

19 MR. SMITH: Everybody I think was pretty,
20 was pretty much in shock when we heard what had just
21 happened.

22 MR. JONES: Well, not when it happened,
23 before you went out, before you, before you
24 attempted the bar, were even the guys, even the
25 passengers having reservations at that time?

1 MR. SMITH: They were pretty quiet.
2 Everyone was pretty quiet. Nobody was really
3 talking much at all. And plus, like I said, I was
4 up right next to the captain, mostly talking to him,
5 so I really didn't pay much attention to the
6 passengers. But, you could see their, they looked
7 concerned.

8 MR. JONES: Yes, I would think so.

9 MR. SMITH: I mean, I was absolutely
10 concerned when I got up, we were coming around the
11 bend before you even get into the jetty part and I
12 am like, oh, this is the bar. I believe it was
13 getting, like four footers in there. And he goes,
14 oh, no, this is just a "prelude".

15 MR. JONES: Yes.

16 MR. SMITH: To the bar and then we got up
17 into the bar and I was pretty shocked. That was so
18 pretty big water.

19 MR. JONES: Would you do this again, would
20 you go fishing again?

21 MR. SMITH: Oh, absolutely.

22 MR. JONES: Okay.

23 MR. SMITH: I wouldn't cross that bar, I
24 wouldn't go to that bar.

25 MR. JONES: Right, no. Okay. So, you

1 wouldn't return to Tillamook, okay.

2 MR. SMITH: I would go back to Tillamook,
3 but not on, and I heard, I know before we went that
4 there was a minus tide, and the lowest part of the
5 year. I heard them talking about it, you know, it
6 is really nasty out there.

7 MR. JONES: Okay. Do you have anything else?

8 MR. FORD: No, that is it.

9 Let me, I just want to turn off the tape
10 machine for a second. It should be pretty much what
11 we have.

12 (Whereupon, the interview was concluded.)